



RESOLUTION

RELATIVE TO THE TRANSFER OF \$75,000 FROM ACCOUNT 533-33010 "WATER, FIRE PROTECTION SERVICES" AND \$75,000 FROM ACCOUNT 591-86005 "CONTINGENCY-GENERAL" INTO ACCOUNT 551-59187 "SPECIAL CONTRACT SERVICES" FOR THE PURPOSE OF FUNDING STUDIES TO RESOLVE OUTSTANDING ISSUES RELATED TO THE 2003 BROAD STREET PARKWAY CONCEPT

CITY OF NASHUA

In the Year Two Thousand and Six

RESOLVED by the Board of Aldermen of the City of Nashua that:

WHEREAS Nashua Regional Planning Commission Executive Director Steven Williams in a memorandum dated May 3, 2006 has outlined the outstanding issues related to the 2003 Broad Street Parkway Concept and the estimated costs of studies to resolve the issues; and

WHEREAS it is important to resolve the issues;

NOW THEREFORE, BE IT RESOLVED by the Board of Aldermen of the City of Nashua that the sum of \$75,000 be transferred from Account 533-33010 "Water, Fire Protection Services" and \$75,000 from Account 591-86005 "Contingency-General" into Account 551-59187 "Special Contract Services" for the purpose of funding engineering, land use and environmental studies necessary to resolve the following issues related to the 2003 Broad Street parkway Concept:

- A) Land Use Issues for Pine Street between W. Hollis Street and Kinsley Street – The 2003 Broad Street Parkway concept works as a solution for traffic issues caused by Broad Street Parkway in the Pine Street/tree streets area. However, the land use impacts on Pine Street in particular and the tree streets in general may need to be mitigated. These land use issues were not addressed at the time, because Federal Highway Administration would not allow the city/NRPC to do so. During the 2003 study the FHWA had not yet accepted the 2003 Concept as a viable one and was not willing to use federal funds for any purpose beyond investigation of traffic issues. An alternatives analysis must be completed to identify a solution that is acceptable for both traffic and land use.
- B) Land Use Issues for Franklin Street – A similar issue also exists for Franklin Street. The 2003 Broad Street Parkway Concept works as a traffic solution for a connection of Franklin Street to the Broad Street Parkway. Once again, the land use impacts along Franklin Street have not been resolved and may need to be mitigated. These land use issues were not addressed at the time, because Federal Highway Administration would

not allow the city/NRPC to do so. During the 2003 study the FHWA had not yet accepted the 2003 Concept as a viable one and was not willing to use federal funds for any purpose beyond investigation of traffic issues. An alternatives analysis must be completed to identify a solution that is acceptable for both traffic and land use.

C) Traffic Operations Issues – Three traffic issues must be resolved:

- 1) Intersection configuration for Franklin Street/Broad Street Parkway intersection – Three possible configurations were identified in the 2003 study. No resolution was reached at that time because the choice will depend on an engineering analysis of the cost to construct the roadway in the area immediately north of the intersection.
- 2) Intersection configuration for Franklin Street/Main Street – There will be a heavy left turn volume from Main Street north bound into Franklin Street west bound if the Broad Street Parkway is constructed per the 2003 Concept. The required length of the left turn lane and amount of required storage must be resolved.
- 3) Intersection configuration for Broad Street/Broad Street Parkway – The configuration of this intersection was revised during the 2003 process. The revised concept requires an addition railroad grade crossing. Engineering analysis and discussions with the railroad operator must take place to determine if the revised configuration is acceptable. If not, it may be necessary to revert to the previous intersection configuration.

D) Environmental Assessment – Environmental assessment must be completed to provide federal required documentation on several issues for the 2003 Concept.

E) 2003 Concept Cost Estimate – Based on final 2003 concept identified by previously described land use, engineering, and environmental studies, an itemized cost estimate, including margin of error, shall be produced identifying costs for final design, right of way, construction, and any required mitigation.

F) Schedule – This study will be complete within one year following contract award.

G) Documentation – The study to be presented in the form of a bound document.

H) Contract Services - Contract services are to be on a professional services basis subject to the provisions of NRO §2-248, and managed by the Nashua Regional Planning Commission

PASSED BY THE BOARD OF ALDERMEN – SEPTEMBER 12, 2006
APPROVED BY THE MAYOR – SEPTEMBER 13, 2006

ATTEST: PATRICIA E. LUCIER, DEPUTY CITY CLERK